

Roads

RMS LEVEL OF SEVERITY CRITERIA

Level of Severity I: When traffic projections indicate that roadway level of service "D" will occur within five years.

Level of Severity II: When traffic projections indicate that roadway level of service "D" will occur within two years.

Level of Severity III: When calculation of existing traffic flows indicates a roadway level of service "D".

The ability of streets and roads to carry vehicular traffic depends upon several factors. The number of traffic lanes, surrounding terrain, existence of roadway shoulders, and number of other vehicles all affect the capacity of roads. The 2000 Highway Capacity Manual, published by the Transportation Research Board, sets standards for these and other factors which determine traffic "levels of service" (LOS). Levels of service ranging from level "A" to "F" are defined as follows:

LOS "A"	Free flow. Unlimited freedom to maneuver and select desired speed.
LOS "B"	Stable flow. Slight decline in freedom to maneuver.
LOS "C"	Stable flow. Speed and maneuverability somewhat restricted.
LOS "D"	Stable flow. Speed and maneuverability restricted. Small increases in volume cause operational problems.
LOS "E"	Unstable flow. Speeds are low; freedom to maneuver is extremely difficult. Frustration is high.
LOS "F"	Forced flow. Stoppages for long periods.

STATE HIGHWAYS

The Resource Management System considers only those roads under county jurisdiction. Neither state highways nor private roads are evaluated in this report.

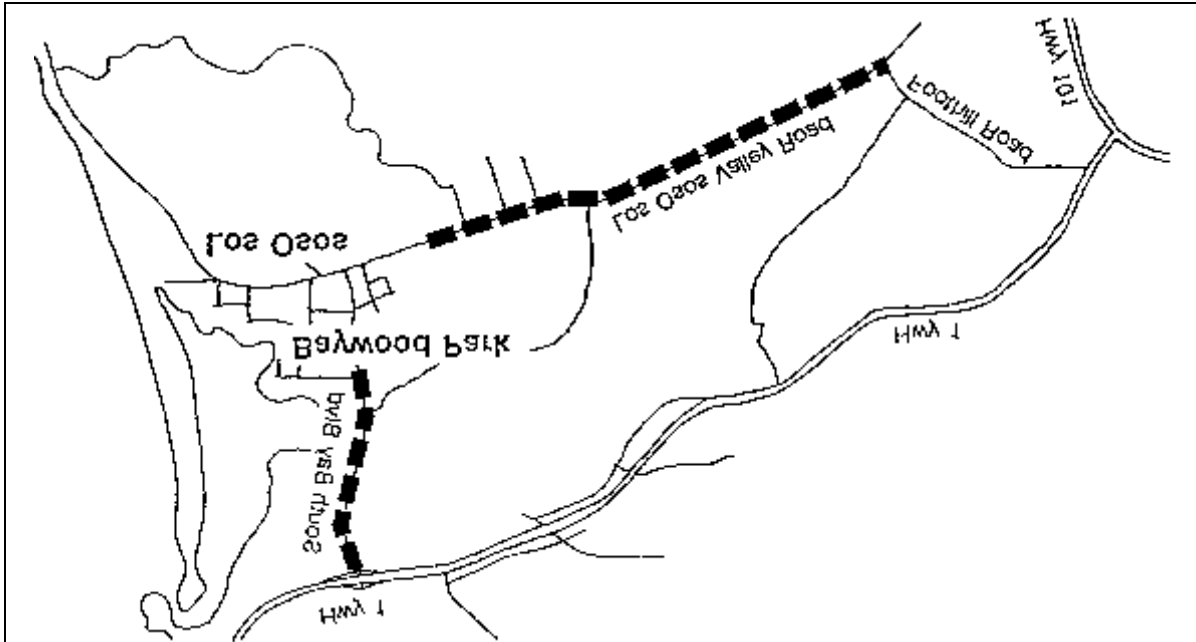
COUNTY MAINTAINED ROADS

The County Public Works department maintains an ongoing traffic count program to monitor traffic on county maintained roads. According to that information, the following roads experience traffic levels of service that meet the criteria for RMS levels of severity:

Roads / Recommended Level of Severity / 2005 (Bold type indicates changes for 2005)	
Level of Severity I	Tefft Street - (Roadway capacity west of Mary Avenue)
Level of Severity II	None
Level of Severity III	Halcyon Road - Between its intersections with Hwy 1 Halcyon Road, north intersection with Hwy 1 Price Canyon Road - Hwy 227 to Pismo Beach City limit South Bay Blvd - Santa Ysabel Avenue to Highway 1 Tank Farm Road - Highway 227 to Higuera Street Tefft Street - (Intersection capacity west of Hwy 101)

Roads with no current recommended Level of Severity, but with increasing traffic volumes which may lead to a future LOS recommendation	Avila Beach Drive Los Berros Road - South of El Campo Ramada Drive, South of Hwy 46 South Ocean Avenue, North of 13 th Street Los Osos Valley Road - Foothill Road to Los Osos Creek Las Tablas Road, West of Duncan Road Nacimiento Lake Drive, East of Chimney Rock Road Vineyard Drive - Highway 101 to Bethel Road Main Street, Cambria - Cambria Drive to Burton Drive
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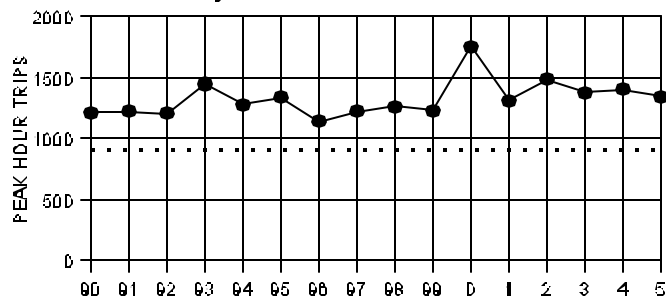
Each of these road segments is discussed in the following pages. In the traffic volume charts, the horizontal dotted line indicates the Level of Service “D” threshold for peak hour traffic volume.



South Bay Blvd. - Replacement of Twin Bridges and construction of bike lanes has improved the road's traffic capacity somewhat, but not enough to improve the LOS. No additional traffic lanes are programmed for South Bay Boulevard at this time.

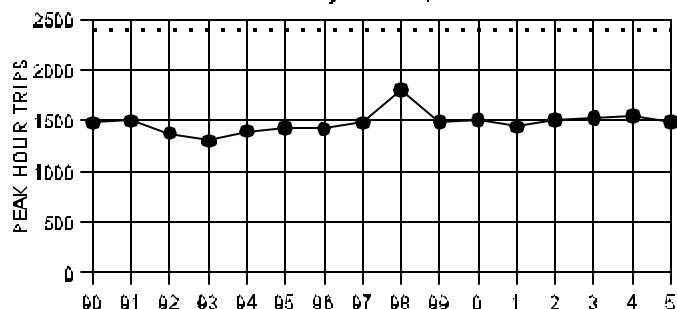
Level of Severity III.

Traffic Volume Trends, 1990-2005
South Bay Boulevard, Stations 257/306

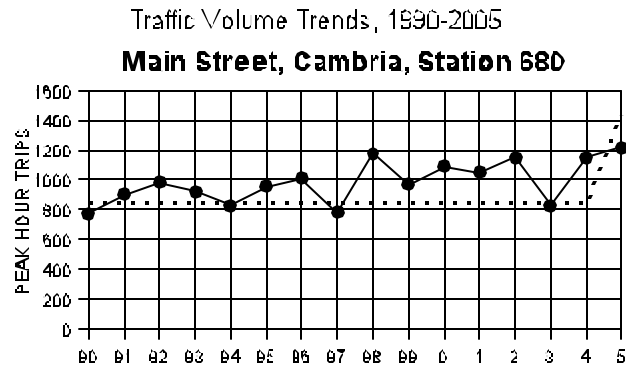


Los Osos Valley Road - A 1992 study concluded that such measures as transit and ridesharing as alternatives to road widening could achieve some reduction in traffic volume, but not enough to eliminate the need for widening of the road. The Estero Area Plan update indicates the need for three lanes to serve future traffic volumes. Construction of passing lanes has increased roadway capacity. With additional passing lanes, a four lane roadway may not be necessary. No Level of Severity is indicated for 2005.

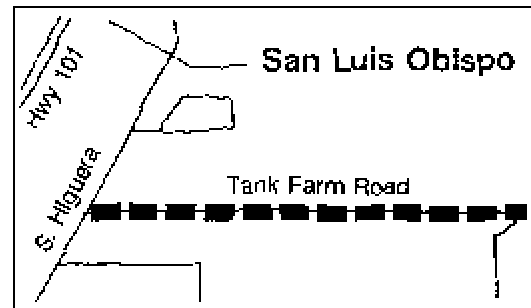
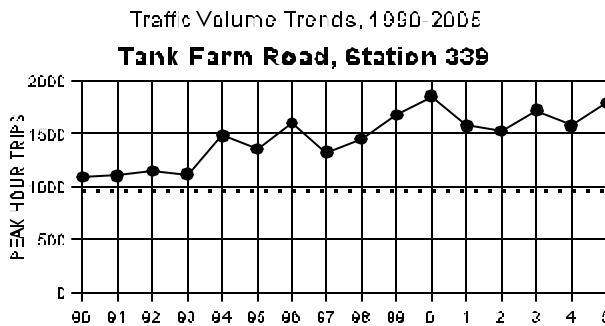
Traffic Volume Trends, 1990-2005
Los Osos Valley Road, Station 305



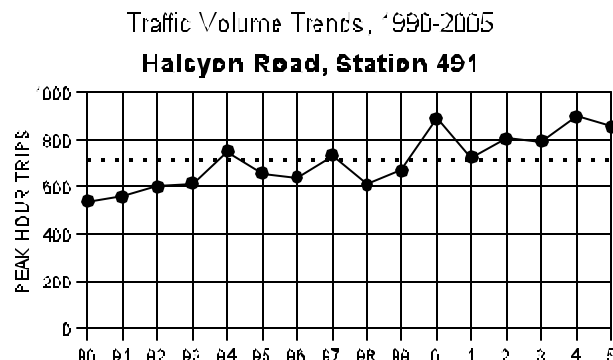
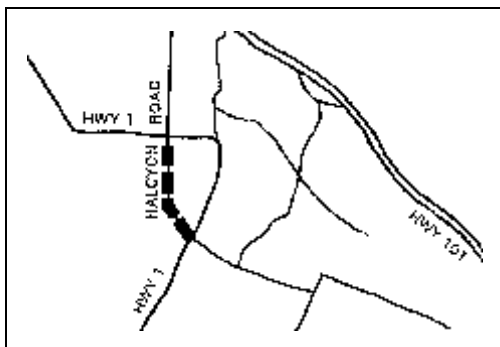
Main Street - Cambria - Widening to three lanes, with a bike lane on each side, was completed in 2005 and there is currently no Level of Severity. Roadway capacity is now 1440 peak hour trips compared to 845 trips prior to completion of the improvements.



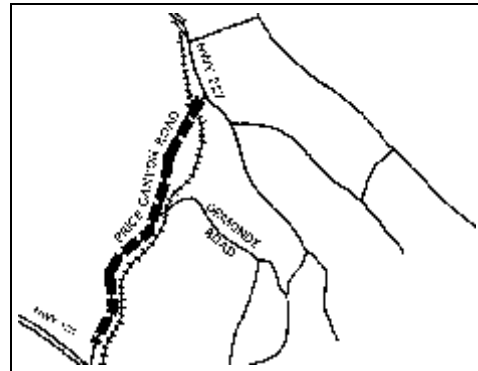
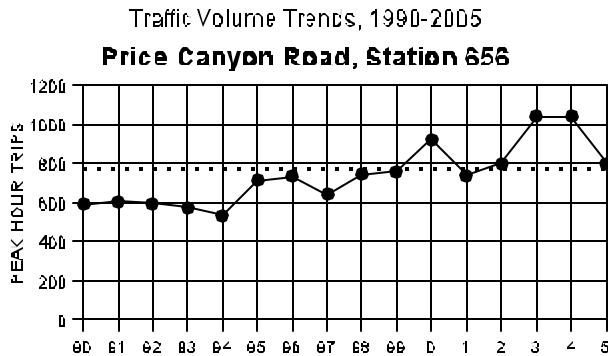
Tank Farm Road - Recommended improvements are included in the Circulation Element of the San Luis Obispo Area Plan. The plan recommends four travel lanes, a continuous left turn lane and bikelanes, sidewalks and landscaped parkways on both sides of the road from South Higuera Street to Broad Street. Construction of bike lanes has improved the traffic capacity somewhat. Project funding has been secured for improvements to the Santa Fe Road intersection. The design phase has begun and construction is anticipated in **2006**. Level of Severity III.



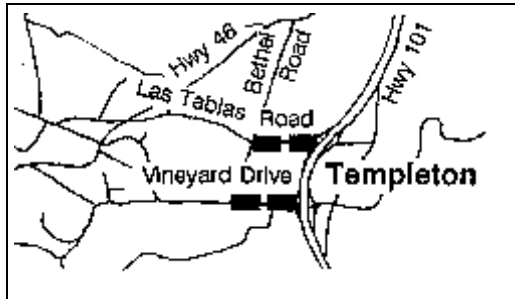
Halcyon Road - High priority projects include realignment of the intersection at Highway 1 at the Arroyo Grande Creek Channel, addition of shoulders and various alignment improvements. **The realignment project is scheduled for construction in 2007.** Level of Severity III.



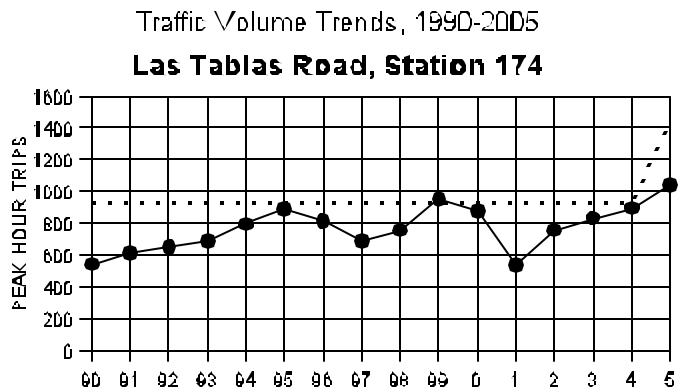
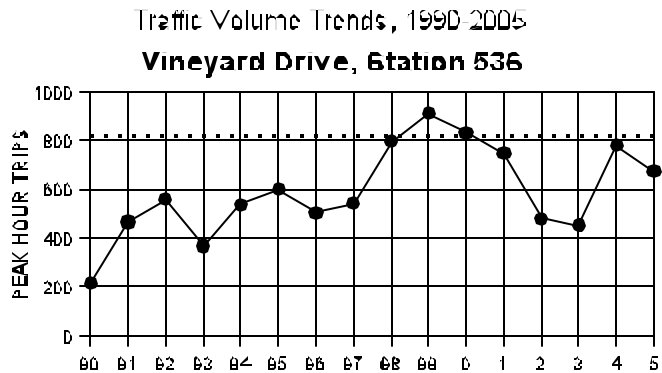
Price Canyon Road - County Public Works is currently in the design phase of a project to add eight-foot shoulders to Price Canyon Road between Route 227 and Ormonde Road. Construction is anticipated in **2006**. Level of Severity III.



Vineyard Drive - The Templeton Circulation Study recommends that Vineyard Drive be widened to five lanes in two phases: Phase I, to be completed in the 2005-2010 period, would widen the road to three lanes; Phase II, widening



from three lanes to five, would be completed after 2020. **Level of Severity I.**

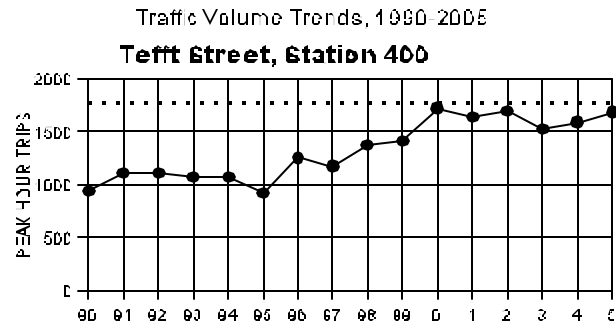


Las Tablas Road - The Templeton Circulation Study recommends that Las Tablas Road be widened from west of Bennet to Florence St. to five lanes in two phases. Phase I, to widen the road to three lanes, has been completed. Phase II, widening from three lanes to five, would be completed between 2010 and 2015. **A project to improve interchange operation was**

completed in 2005. Peak hour capacity has increased from 925 to 1446 and there is currently no level of severity.

Tefft Street - West of Mary Avenue, Tefft Street is operating at Level of Service C, with deterioration to LOS D expected within 5 years. However, recent studies indicate that intersections in the vicinity of the Hwy 101 interchange are operating at LOS E and F. Because of

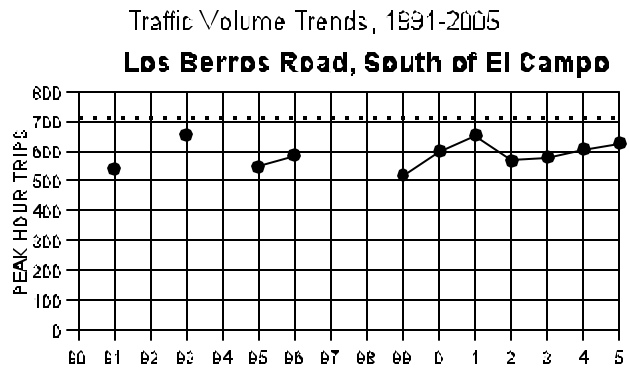
the length of the design and permitting process, improvements to relieve this condition are not likely to be completed until 2010. The planned Willow Road interchange will reduce traffic volumes using the Tefft Street interchange, but that project is not scheduled for completion until 2011.



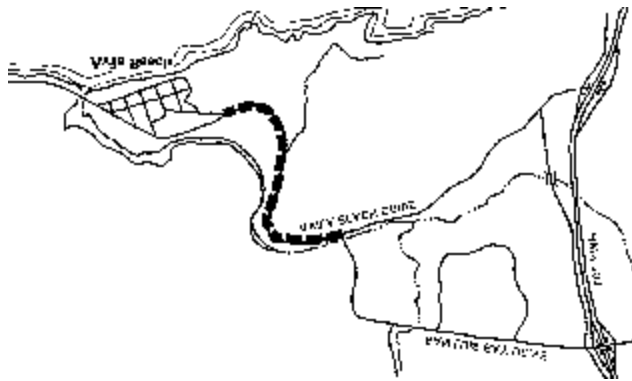
County Public Works will present an update of the South County Circulation Study to the Board of Supervisors in early 2006. The update includes a discussion of Tefft Street / Hwy 101 intersection operations and a list of actions to be taken in response to the capacity problems. The Board of Supervisors should consider directing staff to prepare a Resource Capacity Study for the Tefft Street / Hwy 101 intersection, based on the circulation study update.

Level of Severity III.

Los Berros Road - County Public Works resumed counting traffic on Los Berros Road in 1999. Shoulder widening and left turn channelization will be provided at several intersections over the next five years.

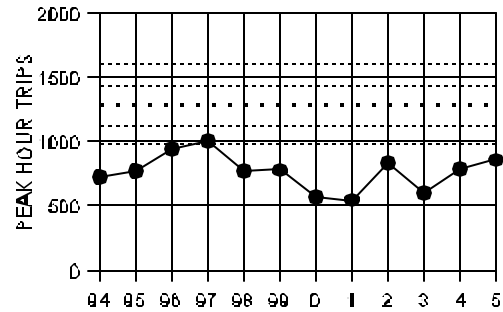


Avila Beach Drive - Planned improvements to Avila Beach Drive include turnouts, left turn channelization, and other operational improvements. No road widening is proposed. A resource capacity study for Avila Beach Drive was completed in 1994. At its public hearing to consider the study, the Board of Supervisors accepted the study's recommendation that higher traffic volumes on summer weekends should be considered "normal" and that LOS calculations should be based on traffic volumes occurring on non-summer weekdays. The roadway is presently operating at Level of Service A, and there is no Level of Severity.

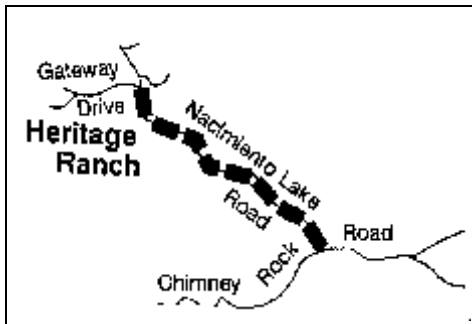


Traffic Volume Trends, 1994-2005

Avila Beach Drive, Station 302

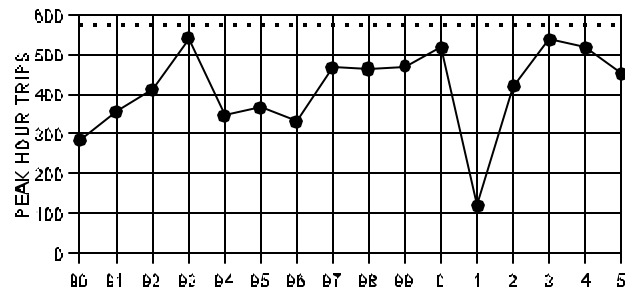


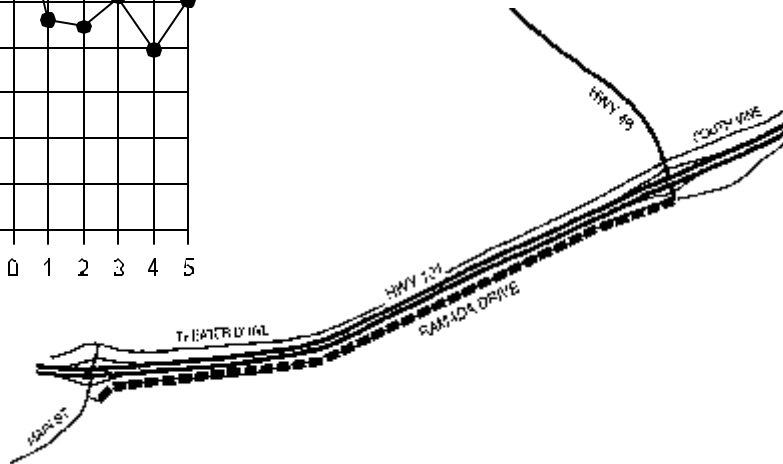
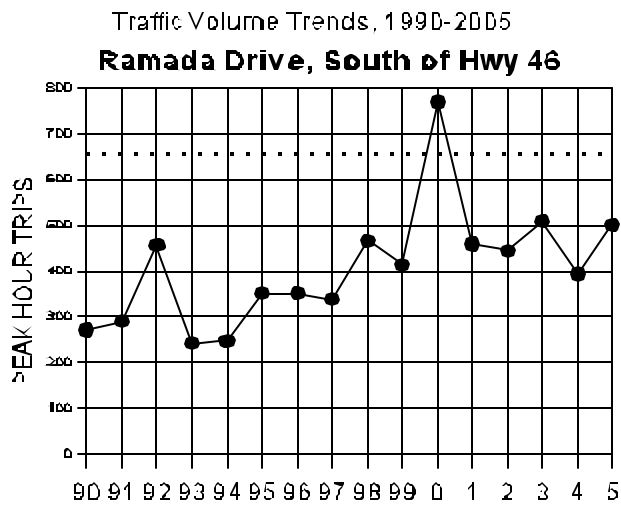
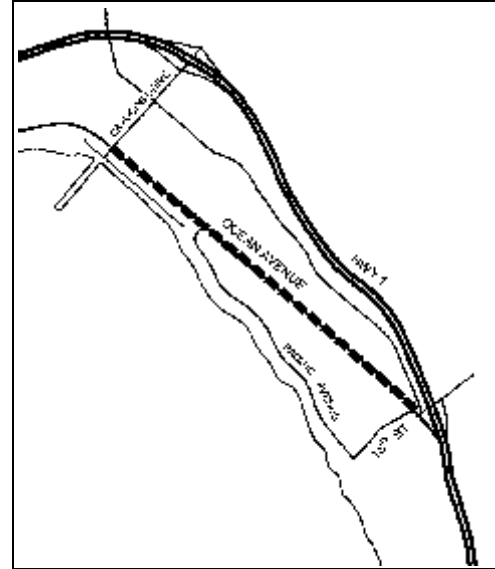
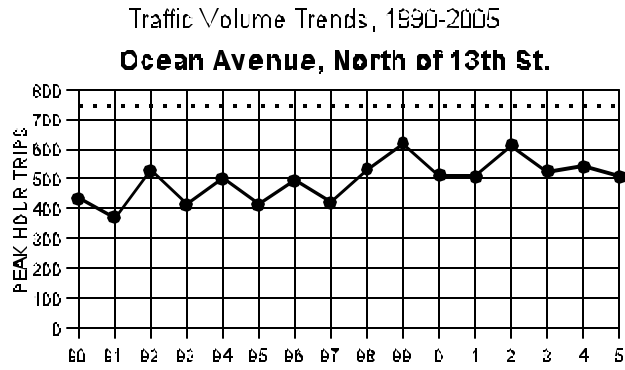
Nacimientto Lake Drive - Long range plans for Nacimientto Lake Drive include widening to four lanes. Implementation awaits accumulation of development fees, which depends upon the pace of new development at Oak Shores and Heritage Ranch. Shoulders have now been added to one section of the road. No Level of Severity.



Traffic Volume Trends, 1990-2005

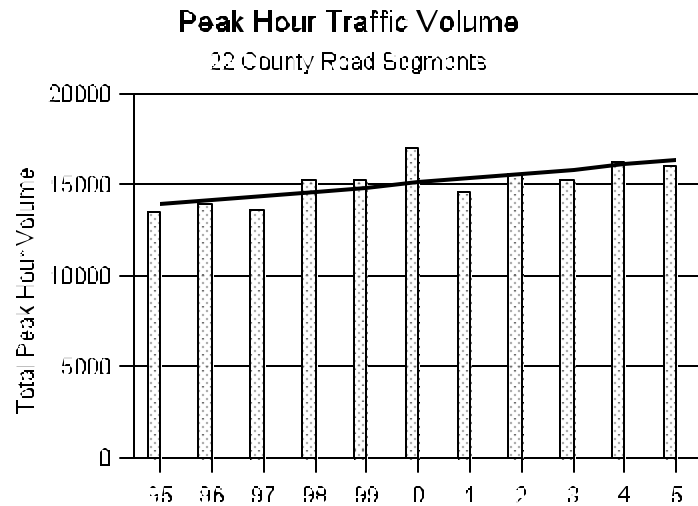
Nacimientto Lake Drive





Composite Peak Hour Traffic Volume

Adding together the peak hour traffic volume for all twenty-two road segments provides a sense of the magnitude of the year-to-year increase in traffic on a county-wide basis. Because the data does not include traffic on state highways, the totals are a better reflection of local traffic than if they included the non-local, through traffic associated with regional routes. The following chart indicates the total volume for the period from 1995 to 2004. The trend line shows a steady increase in traffic, which is to be expected due to the increase in the number of households during the same period. The reduction in volume for 2001 may reflect lower visitor traffic due to a downturn in the state and national economy.



A point is often made about the relationship between households and vehicle use. Most indicators show that annual vehicle miles traveled in California increases at a greater rate than the increase in the number of households. This appears to be true for San Luis Obispo County for the period 1995 - 2000. However, since then the trend has been downward. This may be due to lower visitor traffic related to economic conditions and recent increases in the price of gasoline.

